



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

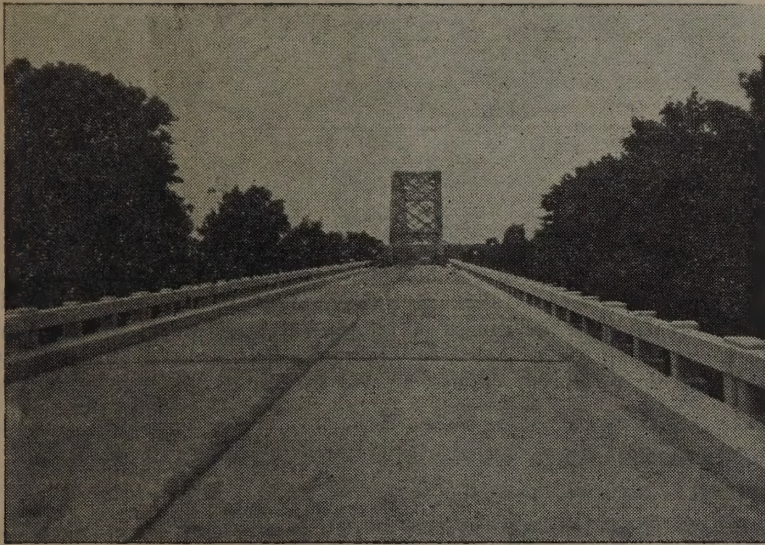
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RALEIGH, N. C.

Friday, August 29, 1947

SCOTLAND NECK BRIDGE



Now almost complete, the new bridge over the Roanoke River on U.S. 258 near Scotland Neck cost a total of \$340,096.00 and covers a distance of 3,720 feet. The steel span, shown in the distance, is the sole remaining part of the old bridge which was replaced for most of its length. Future plans call for uniform reinforced concrete construction for the entire length of the bridge. (Photo by W. K. Mingis, Prison Bureau of Identification.)

PRICE TRENDS AND SUPPLY

BY R. G. KING
Purchasing Department

Outlook for prices of things that average people buy has just been resurveyed by trade experts, and their consensus is that cost of living will not be any lower by the end of this year. There's even a slight chance that it might rise. Earlier hope of lower living costs by the end of the year has now been abandoned.

Average grocery bills will be about the same as now. Food prices will show the usual seasonal changes with some higher, some lower, but no big change is anticipated. Meat prices now higher than at the time of buyers' strikes in March will decline somewhat around October as more cattle and hogs move into markets, but meat prices will not be far from their present levels. Milk, butter, and egg prices will rise slightly in the fall, as they do normally.

Fuel oil, gas, and coal will be higher. Bituminous coal price at the mine is up about 90¢ a ton and many retailers have already raised prices from \$1.50 to \$1.75. However, (Continued on page three)

Truck Load Check Discloses Facts For Road Improvement

Raleigh—Currently in progress at a series of 12 points throughout the State, the Highway Commission's annual truck weight survey has already included inspections of almost 4,000 vehicles, according to reports from Statistics and Planning Engineer James S. Burch.

A research, not an enforcement project, the truck weight survey this year disclosed additional facts about loading practices which will eventually be classified and tabulated and placed in a formal report. Data obtained will be used in future highway planning.

Overloading, which is prohibited by State law, and which is one of the prime causes of injury to roads, has not been found to be very common this year, Burch revealed. Of a total of 327 trucks which were weighed at the checking point near Cary several days ago, only 186 were found to be fully loaded and of that number only eight were overloaded.

Checking operations this year, Burch stated, have been orderly, and highway employees making the check have met with cooperation (Continued on page four)

Two Major Bridge Projects Highlight Construction Work In First Division

Dodge Report Lists No Serious Injuries During Past Month

Raleigh—Accidents among highway employes during the month of July, while remaining roughly equal in number to the accidents which occurred in June, showed a substantial decrease in severity, according to a report issued by Safety Director James P. Dodge.

For the entire month, Dodge reports, minor injuries of a variety of types accounted for more than 80 per cent of the total number of accidents. For July only nine lost-time injuries were reported, as compared with the June record of 20 lost-time injuries reported. Most serious accident of the month occurred on July 25, when a Fifth Division employe sustained several fractures of the foot and leg when he was pinned under a truck. In Raleigh, on July 30, a Landscape Department employe suffered painful injuries as the result of a fall in the Highway Building elevator.

Best accident record of the month, according to Dodge, was achieved by the First Division, which rose from tenth place on the June accident report to first place in July. The Eighth Division reported (Continued on page four)

ALL-TIME HIGH

Raleigh—Breaking the previous record set during August of 1946, North Carolina's highway traffic in July reached an all-time peak, according to the calculations of Statistics and Planning Engineer James S. Burch.

The record, compiled through the use of electric eye counting machines located at 20 points throughout the State, shows that an average of 57,225 vehicles passed the checking points on any given July day. The previous high was the August, 1946 average of 56,219 vehicles per day.

Noting that the July traffic flow this year exceeded that of last year by five per cent, Burch predicted that all records would again be broken in August, with September traffic throughout the State expected to be somewhat lower.

Ahoskie—Estimated to cost more than three-quarters of a million dollars when completed, two new bridges over the Roanoke River—one on U.S. 258 near Scotland Neck and the other on U.S. 17 on the outskirts of Williamston—are currently the largest projects under construction in the First Division, according to Division Engineer T. J. McKim.

The Williamston Bridge, which is the larger of the two projects, is being constructed by the Bowers Construction Company of Raleigh, at a total cost of \$455,635.03. The bridge, including a swing span in the center, will cover a distance of 2,775 feet when completed. At present, the bridge is somewhat between 75 and 90 per cent complete, and finishing touches are expected to be put on the job by December of this year. Begun on February 6, 1946, the bridge job has consistently (Continued on page four)

Prisoner Loses Life After Useless Effort To Secure Freedom

Raleigh — Already at a record high in July, the number of escapes from the North Carolina prison system threatened to go even higher in the first twenty days of August, with numerous attempted escapes, one of them resulting in the death of a prisoner, recorded by prison officials.

James Ballard, 25-year-old Davidson County white man, was shot to death by two Macon County prison camp guards as he attempted to make a break from a road gang working near Highlands on August 11. First prisoner to be killed in an attempted escape in the past several months, Ballard was joined in his flight by Robert Lee Anderson, 22, of Gaston County, who made his getaway and has remained at large. At the time of the shooting Ballard was serving a 15-20 year sentence for second-degree murder, and Anderson was serving two years for larceny.

Escapes for the period from August 1 through August 20 amounted to 24 in all, State Penal Director Clyde O. Robinson has (Continued on page four)

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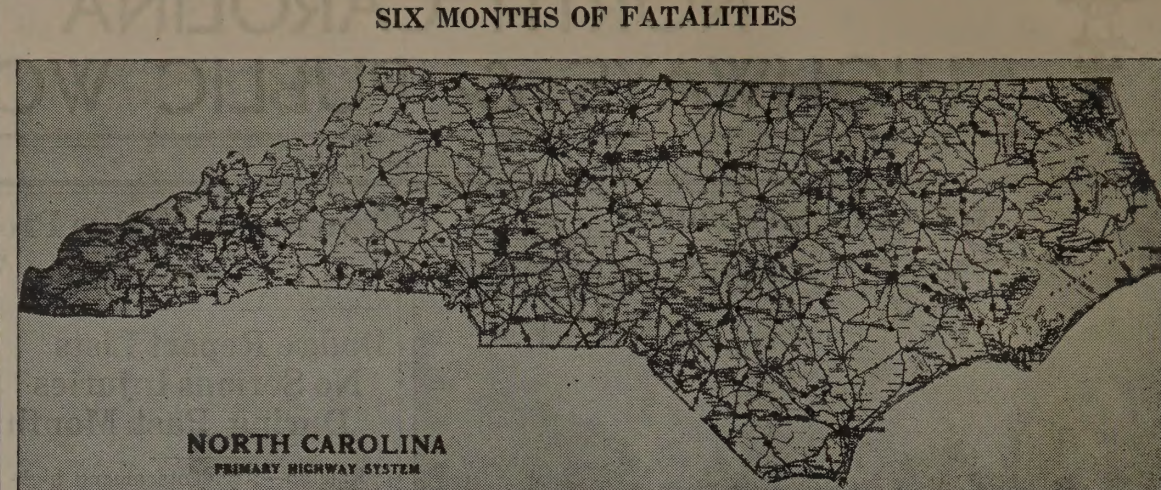
PRISON WORK

Record of the North Carolina Prison Department in processing food, through the operation of canneries at the Woman's Prison in Raleigh and at other places, is one which might well be envied by other states and by private citizens here in North Carolina.

Self-sufficiency is always a worthwhile goal, both for State agencies and for private individuals, and the Prison Department this summer has gone a long way toward achieving self-sufficiency in producing and packing a wide variety of foodstuffs.

The principle of providing productive work for persons confined in penal and corrective institutions has long been accepted as a standard American practice, and its benefits are obvious in North Carolina. In addition to providing food for their own consumption Tar Heel prisoners, through the direction and guidance of prison officials, are making for themselves an excellent record in the matter of acquiring productive skills for use when they are released from prison.

The lot of prison officials, though they perform an essential function which produces tangible results, is not an easy one. The imperfections of prison administration, often unavoidable, are frequently publicized, while constructive results obtained are



A graphic presentation of the danger which lurks on North Carolina highways is the map above, prepared by Traffic Engineer Robert A. Burch. The period covered is January through June, 1947, and each small black dot represents a traffic fatality. An analysis of the causes of all the fatalities would require considerable space and much explanation, but the map above shows, in general, which sections of the State need to pay the most attention to improving their records. (Photo by W. K. Mingis, Prison Bureau of Identification.)

overlooked in many instances. For that reason the North Carolina prison officials, both from the other employees of the State Highway and Public Works Commission and from the general public, deserve a large measure of approbation for work which they are currently doing.

EDITORIAL COMMENT

VIEWED FROM ABOVE

To get the full view of North Carolina's vast network of unpaved roads, one needs to look down on the checkered landscape from 1,000 to 1,500 feet up. He cannot help from being impressed with the yellow dirt roads which exceed the paved mileage many times over.

Looking down from the window of a plane, one sees, too, the beautiful ribbons of concrete and macadam running off to the horizon, tying town to town.

Two towns come into view at the same time, though apparently several miles apart. They are joined by a paved highway. And off to the right and to the left, until the landscape disappears into the haze, lies a maze of dirt roads running past farmhouses and through little cross-roads settlements.

North Carolina's system of primary highways is known far and wide. The State's reputation with regard to roads was established when we effected a good roads program comparatively early in the automobile age, while other states were approaching the need more timidly. But this is our system of primary roads.

No thoughtful person would suggest that less attention be given to the primary highways, or that the appropriations for them should be reduced. Pointing to the problem of the State's tremendous mileage of unpaved farm roads does not suggest the remedy. Indeed, the remedy is to be a vast and expensive undertaking.

Neither is the citing of the preponderance of secondary roads an implication that progress toward making them less muddy and rutted is not being made.

But lest we become inclined to rest on our oars, we need ever to keep before us the view of thousands upon thousands of miles of North Carolina dirt roads which are highly important to the healthy economy and social well-being of our largely agricultural society.

—CHARLOTTE OBSERVER

Today's Chuckles

He gazed in wonderment at the loveliest woman he'd ever seen in his life.

"That," said a friend, "is Mrs. Wright."

"Ah," said the first. "Now I understand what that wise man meant when he said, 'I'd rather be Wright than be president'."

* * *

"Yes, this is a nice little apartment, but I don't see any bath."

"Oh, pardon me! I thought you were one of those college boys who want a place just for the winter."

* * *

"Porter, get me another glass of ice water."

"Sorry, suh, but if I takes any mo' ice, dat co'pse in de baggage car ain't going to keep."

* * *

"Marry my daughter? Ha! Young man, you couldn't even keep her in underwear."

"There are times, sir when you don't do so well at it yourself."

* * *

Smith's wife became desperately ill in the middle of the night. Leaving the ten little Smiths to care for themselves for the moment, he rushed her into the car and up to the hospital. The doctors took the ailing woman into the little white room for examination, leaving poor Smith outside to pace the floor interminably.

After what seemed like hours, a white-robed doctor emerged from the examination room and addressed himself to the husband.

"Mr. Smith, your wife has quinzey—"

"My God," said Smith as he fainted. "That makes fifteen."

Letting Of August 26 Includes Projects Covering 70 Miles In 19 N.C. Counties

Raleigh — Specifications for 21 North Carolina highway projects, calling for work on 70 miles of roadway in 19 counties at an estimated total cost of \$1,531,190, were advertised on August 12 in preparation for the August 26 letting.

Including a smaller number of projects than the July 29 letting, the August 26 letting is composed of nine Federal-aid jobs and 12 State-betterment jobs, and lays heavy emphasis on bituminous surface treatment and grading.

Projects in the letting are:

Federal-aid

Perquimans — Grading and bituminous surface treatment of 2.77 miles from a point approximately six miles east of Center Hill to Woodland Avenue in Hertford.

Pender — Structures for bridge on N.C. 53 located at a point approximately four miles east of Burgaw and Jacksonville.

Robeson — Grading and bituminous surface treatment and structures of 4.99 miles from South Carolina State Line to U.S. 501 on North Carolina 83.

Guilford — Grading, surface course and structures of 3.74 miles from a point in Greensboro 1,047 feet east of City Limits west along or near present Friendly Road.

Catawba — Grading and structures of 0.72 miles on U.S. 70 and U.S. 64 from a point approximately 1,600 feet west of City Limits of Conover east to a point in Conover.

Catawba — Grading of 3.57 miles from a point on U.S. 321 in Newton north to U.S. 70 at a point one mile southwest of Conover.

Forsyth — Grading and structures of 3.73 miles on U.S. 421 and U.S. 158 from a point in Winston-Salem to intersection with present U.S. 421.

Burke — Grading and bituminous surface treatment of 5.16 miles from a point on U.S. 64 and U.S. 70 approximately one mile east of Connelly Springs northeast to south end of bridge over Catawba River near Rhodhiss.

Cleveland — Grading, bituminous surface treatment and structures of 5.61 miles from Rutherford County Line east to N.C. 150 at a point approximately 5.3 miles south of Boiling Springs.

State Betterment

Bladen-Columbus — Grading and structures on 4.14 miles of County Road beginning 0.5 miles south of Bladenboro and running south to intersection with U.S. 701.

Union — 3.85 miles of resurfacing on streets in the City of Monroe.

Anson — 1.3 miles of resurfacing on streets in the City of Wadesboro.

Chatham — Structure for bridge over Gulf Creek on county road between Brickhaven and Corinth.

Robeson — Structure for Lumber River Bridge and overflow bridge approximately two miles east of Maxton on county road between Maxton and Red Springs.

Mecklenburg — Bituminous surfacing of 2.3 miles from Charlotte south on U.S. 21 and from Catawba River toward Charlotte on U. S. 29 and 74.

Anson — 7.0 miles of bituminous surface treatment on White's Store Road from Project 7-100 to White's Store.

Mecklenburg — Bituminous surface treatment of 11.85 miles on five sections of county road in vicinity of Charlotte.

Burke — Bituminous surface treatment and structures of 0.930 miles on N.C. 114

beginning at intersection of U.S. 70 and N.C. 114 and running in a northerly direction along existing N.C. 114 to a point in Drexel.

Polk — Grading and structures of 0.587 miles on county road beginning at junction at 108 in Columbus and running southwest across County.

Swain-Charlotte-Macon-Jackson — Bituminous surfacing of 7.93 miles of roadway in vicinity of Bryson City, Andrews, Franklin and Sylva.

Robeson — Structures for two bridges over Ashpole Swamp between Fairmont and South Carolina State Line.

DIVISION ROUNDUP Eighth Division

Safety meetings for maintenance employees were held in Winston-Salem on July 17, and North Wilkesboro on July 24.

These meetings were attended by all maintenance and equipment employees in their respective districts, also by prison camp superintendents.

At the Winston-Salem meeting Mr. J. P. Dodge, Safety Director, made the principal talk. Short talks were also made by Mr. W. Vance Baise, State Highway Engineer, Mr. S. C. Austin, Equipment Engineer Mr. Z. V. Stewart, Division Engineer. I was instructed to advise that your humble reporter had a very few words to say also.

Mr. Dodge was unable to attend the North Wilkesboro meeting as expected, so the burden of presentation fell upon Mr. Stewart and myself.

Both meetings were well attended, and we hope will result in causing our employees to become more safety conscious.

A similar meeting will be held for the Boone district at an early date.

We regret to report the death on July 7 of Mr. H. I. Haas, Field Mechanic. Mr. Haas had rendered efficient service in Caldwell County since the beginning of his employment in 1943.

Project 7195, Caldwell County, is now complete. This is the heavy mountain construction job constructed by the E. W. Grannis Company. In the relocation and construction of this project the distance from Lenoir to Blowing Rock has been reduced by more than a mile, and thru the elimination of many sharp curves the saving in driving time is considerable.

Generally, over this division, splendid progress has been made during the month of July on new construction and betterment work. — J. H. COUNCILL, Reporter

The hippopotamus is really a pig. His name means river horse.

Amount Of Food Canned During 1947 Close To Record For Prison Workers

Raleigh — With the peach canning season a thing of the past, and with the tomato canning season in full blast, Superintendent Tom Edison of Woman's Prison estimates that the total amount of fruit and vegetables processed this year won't be far from a record.

At the local institution, where most of the State's prison canning is done, two-and-a-half weeks of intensive work brought the peach season to a close, with 61,534 gallons of the fruit processed in tin. Current emphasis is on the canning of tomatoes and snap beans. To date, canning of snap beans has exceeded 5,000 gallons, and the amount of tomatoes canned is close to 10,000 gallons.

Capacity of the Woman's Prison cannery, in terms of tomatoes is approximately 2,000 gallons per day—somewhat less than the capacity for peaches because tomatoes require precooking. Approximately 100 women prisoners, Superintendent Edison estimates, were em-

ployed in canning peaches, and approximately 50 are now busy on tomatoes. The tomato canning season is expected to last through September 10.

Next big rush at the cannery will come sometime about the middle of September when the year's harvest of apples begins to roll in. No accurate figures are now available, but Edison estimates that approximately 65,000 gallons of apples will be canned at Woman's Prison this year. Between rushes, when the women are not busy canning major crops of fruit or vegetables, they don't let small amounts of food go to waste, but can it for the purpose of stocking their own pantry. Peaches, tomatoes, and other crops which are canned in quantity are distributed to all of the prisons and prison camps in the State, but the Woman's Prison inmates benefit from their opportunity to process small amounts of pickled peaches, soup mixture, jellies and preserves for themselves.

PRICE TRENDS

(Continued from page one)

operation under the new labor contract thus far indicates that results may not be as bad as were generally expected. While it is too soon to draw any real conclusions, the fact remains that the change from the 8-hour work day to approximately 6½ hours has not resulted in a proportionate decrease in tonnage. Of course, the miners may be working better now, because of their long vacation, than they will later on.

Shortages of steel and road equipment have slowed highway work. Equipment is in short supply; such as, tractors, graders, rock crushers, bulldozers, loaders, moving machines and all other large equipment. Deliveries are three and four months behind schedule on some makes and promises of deliveries are from three to eighteen months after receipt of orders.

Deliveries are still uncertain on many types of maintenance tools, such as axes, brushkillers, bush-axes, scythes, etc. The critical situation in the steel industry is being blamed by the manufacturers for delays in fulfilling their contracts with us. No immediate improvement is expected in such items as small shop tools, both electric and manual. Again the manufacturers are blaming the shortage of steel. Some price increases are still being announced on these items because

of the critical shortage of raw materials and labor troubles.

The steel price rise tends to weaken the efforts to get prices down. It acts as a prop to keep a good many prices up. It creates some excuses and temptations for raising instead of lowering. Steel was out of line, on the low side, but profits were high. The hope had been to straighten the line by getting other prices down but now the line will be straightened by advances toward the high side. Most observers agree that it is bad for business as a whole. It will not produce a bit more of badly needed steel but will merely raise the cost of doing business in many little ways, for steel is basic, and affects all business, and pervades all things.

Manufacturing activities are going full blast. About the only trouble left is caused by shortages of steel, lead, zinc and some other metals. Such shortages keep inventories of parts and semifinished products out of balance. Flow of most materials into factories has reached the even pace that makes efficient production possible.

Conductor: "Can't you read that sign that says, 'No Smoking'?"

Sailor: "Sure mate, that's plain enough, but you've got a lot of dippy signs here. One of 'em says, 'Wear Nemo Corsets'—so I ain't payin' attention to any of 'em."

Abbreviated Letting Of August 14 Brings \$443,699.80 Bid Total

Raleigh—Low bids totaling \$443,699.80 were received August 14 by the State Highway and Public Works Commission at a special letting of two Federal-aid and two State betterment projects, covering 38.2 miles of roadway in three counties.

Three of the projects, two of them in Onslow County and one in Pender County, had been readvertised following rejection of bids from the July 29 letting by the members of the Highway Commission at their last meeting. One new project, calling for 4.2 miles of State Betterment work in Forsyth County, was added to the list.

Projects included in the letting, and low bids received were:

Federal-aid

Onslow—Grading and sand asphalt surfacing of 9.155 miles from Pender County Line to a point 3.44 miles west of U.S. 258 on N.C. 53, Nello L. Teer Company, Durham, North Carolina, \$134,425.00.

Pender—Grading and sand asphalt surfacing of 14.29 miles from a point approximately four miles east of Burgaw to Onslow County Line on N.C. 53, Nello L. Teer Company, Durham, North Carolina, \$208,229.00.

State Betterment

Onslow—Sand asphalt surfacing of 10.60 miles from a point one mile south of intersection with U.S. 258 south to Dixon on U.S. 17, Blythe Brothers Construction Company, Charlotte, North Carolina \$62,323.80.

Forsyth—Grading and surfacing of 4.2 miles on County Road from Tobaccoville to N.C. 65 near Rural Hall, E. W. Grannis Company, Fayetteville, North Carolina, \$38,722.00.

PRISONER LOSES

(Continued from page one)

reported. The recent hot weather, prison officials point out, seems to have brought a substantial increase in the number of attempts at escape. The number of actual escapes in August is expected to be higher this year than for any other month.

Escape Ratings

Escape rating for August 1-20, were:

Three Stars

(No Escapes)

Central Prison and all others with the exception of the following.

Two Stars

(One Escape)

Yancey 1014, Nash 403, Wilkes 809, Hertford 110, Sampson 308, Watauga 808, Gates 108.

One Star

(Two Escapes)

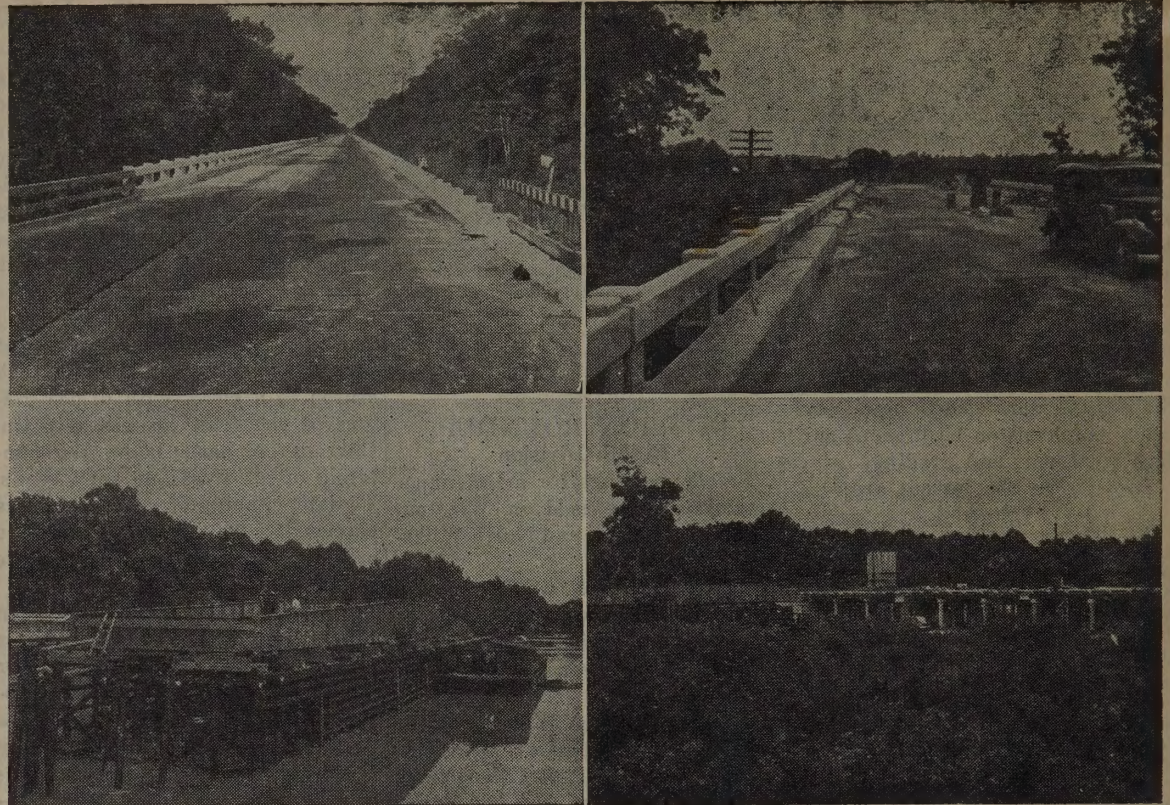
Forsyth 805, Durham 503, Franklin 401, Onslow 208, Pitt 210, Orange 507, Randolph 608.

Non-Star

(More Than Two Escapes)

Davie 804.

CONSTRUCTION SCENES ON WILLIAMSTON BRIDGE



Shown above are four scenes on the new bridge over the Roanoke River on the outskirts of Williamston. One of the largest bridge jobs ever let to contract in the State, the new bridge will cover a distance of 2,775 feet, including a center swing-span which will pivot to accommodate shipping on the river. The bridge is being constructed by the Bowers Construction Company of Raleigh and is now more than three-fourths complete. The bridge is expected to be in use by the end of 1947. (Photo by W. K. Mingis, Prison Bureau of Identification.)

TWO MAJOR

(Continued from page one)

employed a total of more than 30 men. While unavoidably delayed at times, progress on the job is rated as "fair" by Chief Highway Engineer W. Vance Baise.

The Scotland Neck bridge, which will cost \$340,096.00, is longer than the Williamston bridge, but of simpler construction, since it has no center swing-span. Work on the Scotland Neck bridge is virtually complete, except for the addition of a small amount of side-railing. T. A. Loving Company of Goldsboro had the contract for the job, which was begun in September of 1946, and employed a total of approximately 50 men on a full-time basis for the duration of its construction. Both bridge jobs were supervised by J. C. Parkin, senior resident engineer in the First Division.

TRUCK LOAD

(Continued from page one)

from the public, as well as receiving necessary assistance from the State Highway Patrol in keeping traffic moving properly at the checking points.

DODGE REPORT

(Continued from page one)

the lowest number of accidents, five in all, for the month.

Of 43 equipment accidents which occurred during the month, five were classed as "non-preventable" and the responsibility for 20 of the others was laid to State drivers. A decrease in the number of collisions was noted, and the largest single number of equipment accidents, 11, occurred when one vehicle attempted to pass another improperly.

Minor injuries, regarded as a sort of continuing occupational

hazard during the summer season, still plagued highway workers in July. There was the usual number of cuts and abrasions, and there were numerous cases of ivy poisoning. In commenting on such annoyances, Director Dodge pointed out that most of them could be avoided through the exercise of proper care.

Personal injuries sustained by highway employees for the month were classified as follows: eye injuries, 10; cuts and lacerations, 12; bruises and sprains, 39; burns, two; fractures, seven; infections, 13; and punctures, four.

JULY ACCIDENT RECORD

UNIT	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY THIS MONTH
First Division	9	0	0.0
Sixth Division	14	0	0.0
Second Division	7	0	0.0
Third Division	6	0	0.0
Ninth Division	18	0	0.0
Fourth Division	9	0	0.0
Eighth Division	5	1	4.8
Seventh Division	10	1	5.5
Fifth Division	14	1	5.9
Tenth Division	16	2	8.7
Bridge Mts. Dept.	17	3	24.6
Eleventh Division	5	1	9.1
ALL UNITS	130	9	4.3